16

General Arrgt.

D. & W. Henderson & Co. Ltd

Nos. 856.7 & 886.7.

Reference.

856.	Baron Vernon
857	" Ramsay
886.	" Napier
887.	" Erskine

886-7

856-7

003572-003580-0001

Nos. 886-7 M.

Nos 856-7. M.

GENERAL ARRANGEMENT.

DIMENSIONS ~ 350'0" B.P. x 50'0" B.M. x 25'9" D.M.

Scale 1/8" = One Foot.

DAVID & WILLIAM HENDERSON & Co. LTD
SHIPBUILDERS
238
856-7m
Date 1-8-29
PARTICK, GLASGOW

18 SEP 1929
BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
GLASGOW

Rake ¾" per foot
Telescopic Top Mast
Jumper Stay 3½" S.W.R.
15" Single Iron Block
Shrouds 3" S.W.R.
2. Steel Derricks 39'0" Long
10" Double Iron Block
8" Double Wood Block
2½" Manilla
Iron Ladder
Top of Steering Gear House
Rails 3'3" High
Stanchions on Steering Gear House Top
1" Rod
1⅛" dia.
⅞ Rod
1½" dia.
8" V. to S.G. House
Steam Steering Gear
Poop Cargo Space
After Peak
Water Ballast
Shaft Tunnel
No 5 Hold
No 4 Hold
No 3 Hold
No 2 Hold
No 1. Hold
C.L. Bulkhead Steel
Baths & W.C.
Coal Shoot
Galley
Chart Room
Wheel House
W/T Cabin
Captain's
Store
Saloon
Bridge Cargo Space
Crew Space
Chain Locker
Fore Peak
Water Ballast
W.T. Door P.S. 4'3½" x 2'6"
No 5 W.B. Tank
No 4 W.B. Tank
No 3 W.B. Tank
No 2 W.B. Tank
No 1 W.B. Tank
Frames Spaced 24"
W.T.B.
Note:- All Tank Doors indicated thus Ø
Storm Rail fitted P.S. No 857M.
MID SHIPS
Accommodation Ladder
Poop Deck
Panama Fairlead
3 Roller Fairlead
Boat Deck
Lifeboat 25'0" x 8'0" x 3'3¼"
Stanchions on Bridge Deck
Note:- Ladders to Poop Bridge & Forecastle
Bridge Deck
Deck laid with Teakoid in way of Accomd.
Collinson Scupper
Steel Bulwark 3'6" High
Sidelights all 12" Dia.
Davit Socket
Chief Engr
2nd Engr
3rd Engr
4th Engr
Ash Shoot Opening
Gangway Door
Derrick Post & 20" V. to No 3. Hold
Hatch
Engine Skylight Above
Coal Hatch
Wood Ladder Portable
Teak Ladder
2nd Offr
Steward
Chief Offr
Saloon
Captain
Upper Bridge Deck
Flying Bridge Deck
Stanchions on Upper & Flying Bridge Decks
162
142
20
40-10
1-9
42'-7"
5
37-4"
FORECASTLE DECK
SHEATHED WITH 5" x 2½"
3" P.P. UNDER WINDLASS
15" CUTTER WATERWAY CEMENTED
Panama Fairlead
3. Roller Fairlead
Searchlight Davit
Stove Funnel
Crew Space
Note:- Position of 3 Roller Fairlead to be arranged at Ship
Forecastle Dk Stanchions
Poop Dk Stanchions
UPPER DECK
IN ACCOMMODATION DECK LAID WITH COMPOSITION
SIDELIGHTS 8" DIAm
Sparring 6"-2" W.P.
No 5 Hatch
No 4 Hatch
No 3 Hatch
No 2 Hatch
No 1 Hatch
20" V. to No 5 Hold
20" V. to No 4 Hold
20" V. to Coal Bunker
Tunnel Escape
Mooring Pipe
Bosun's Store
Lamp Room
Firemen
Seamen
Carpenter
Galley
Store
Portable Stanchions with Guard Wire

003572-003580-0001

5

0003

Profile & Decks.

W Henderson & Co. Ltd

Nos 856M & 857M - 886M & 7M

J. C. 28/11/28.
" 11/9/29 for 886-7.

16 " 11 " 28.

856M. Baron Vernon *
857M. Baron Ramsey.
886M Baron Napier.
887M. Baron Erskine

840
17
51

51
51
86

1.2
6.12

003572-003580-0003

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Lloyd's Register
Foundation

~~Profile & Deck~~

~~Henderson 856~~|7.

Brag

003572-003580-0003

Nos 856M & 857M.

PROFILE & DECKS PLAN.

SCALE 1/8" = 1 FOOT.
DETAILS 1/2" = 1 FOOT.

DAVID & WILLIAM HENDERSON & CO. LTD.
SHIPBUILDING DEPT.
Plan No. 15.
Ship 856-7M.
Date 13-11-28.
PARTICK, GLASGOW.

14 NOV 1928
GLASGOW

Approved JH 16/11/28

SKETCH OF STRINGER BAR TO GIRDER. FRS. 143-151.
6" REV. BAR ON FR. FORMING GIRDER.
12" x 3 1/2" x .44" B.R. STRINGER BAR.
3-7/8" R
SKETCH OF PILLAR HEAD UNDER BRIDGE. FRS. 87 & 95.
3 1/2" DIAR. PILLAR
SKETCH OF STRINGER BAR CLEAR OF GIRDER. FRS. 133-142.
12" x 3 1/2" x .44" B.A STRINGER BAR.
5-7/8" R. each way
POOP DECK
BRIDGE DECK
ENGINE CASING
COAL SHOOT
GALLEY
BOILER CASING
SALOON
F'C'LE DECK
UPPER DECK
CENTRE GIRDER WATERTIGHT
CENTRE GIRDER TO BE INTACT, NO LIGHTENING HOLES OR DRAIN HOLES, BUT NOT TO BE TESTED.
FRAMES SPACED 24" APART
FRAMES SPACED 26" APART
FRAMES. 7" x 3" x .36" B.A.
MAIN FRAMES. 11" x 3 1/2" x .42" B.A. (N.B.S) .48" IN BOILER SPACE & IN SIDE BUNKERS IN WAY OF BOILER SPACE.
FRAMES 11 x 3 1/2 x .48 B.A. (N.B.S)
FRAMES 12 x 3 1/2 x .48 B.A. (N.B.S)
1/2 LENGTH
3/5 LENGTH
STRINGER .31 x .32"
PLATING .28"
STEERING GEAR
PILLARS P&S.
HATCH 7'0" x 4'0"
PILLARS 2 1/2" DIA.
BEAMS 6" x 3" x .32" B.A.
7" x 3" x .33 B.A.
KNEES 15" x .38" 4-3/4" RIVETS.
POOP DECK.
HATCH WEB 9" x .30"
DOUBLE ANGLES TOP & BOTTOM 3" x 3" x .40"
BRIDGE DECK IN WAY OF ACCOMMODATION SHEATHED.
GIRDER BELOW 12" x .34" FLANGED 3 1/2"
COAL HATCH
Nº 3 HATCH. 17'4" x 18'0"
RUNNER
BEAMS 6" x 3" x .30" B.A.
KNEES 15" x .38" 4-3/4 RIVS.
BEAMS 8" x 3" x .36" B.A. (N.B.S)
HATCH WEBS 12 x 3
TOP & BOTTOM ANGLES 4" x 3" x .44" DOUBLE.
BRIDGE DECK.
B.A. Rail Bar carried up to Bridge deck
PROTECTION PIECES ON BEAM IN WAY OF COAL HATCHES.
Solid Corners Cooling hatchways
PLAN AT PEAK FLAT.
BEAMS 6" x 3" x .32" B.R.
KNEES 15" x .38"
PLATING .20"
WOOD SHEATHED
.40 PLATING UNDER WIND.
BEAMS 8" x 3" x .38" B.R. (N.B.S)
KNEES 15" x .38" 4-3/4 RIVS.
F'C'LE DECK.
LENGTH OF DECK PLATES 4 FRAME SPACES
STRINGER ANGLE 3 1/2" x 3 1/2" x .40"
STRINGER ANGLE 4" x 4" x .62"
STRINGER ANGLE 7" x 7" x .72"
UPPER DECK.
3 1/2" x 3 1/2" CORNER BARS
Nº 5 HATCH 26'0" x 18'0"
3 1/2 x 3 1/2 CORNER ANGLES
Nº 4 HATCH 30'4" x 22'0"
Nº 2 HATCH 30'4" x 22'0"
Nº 1 HATCH. 21'8" x 18'0"
6x6
BEAMS 6" x 3" x .32" B.A.
7" x 3" x .33 B.A.
8" x 3" x .36 B.A.
KNEES 15" x .38" 4-7/8" RIVS.
Dependant on form of After end framing
9" x 3" x .44" B.A
6" x 3 1/2" x .40" B.A.
KNEES 30" x 40" FLANGED 3" 8-3/4" RIVETS.
HATCH WEBS AS ON Nº 1 HATCH
10" x 3 1/2" x .44" B.A. N.B.S.
6" x 3 1/2" x .36" B.A.
HATCH WEBS AS ON Nº 2 HATCH
7" x 3" x .36" B.A. BEAMS
7" x 3" x .36" B.A.
HATCH WEBS AS ON Nº 1. Hatchway
10" x 3 1/2" x .42" B.A. N.B.S.
HATCH WEBS 19" x .36"
TOP & BOTTOM ANGLES 4 1/2" x 3" x .40" DOUBLE
10" x 3 1/2" x .44" B.A. N.B.S.
6" x 3 1/2" x .38" B.A.
9-3/4 R.
KNEES 30" x 40" FLANGED 3" RIVETS.
HATCH WEBS 15" x .35"
TOP & BOTTOM ANGLES 4" x 3" x .44" DOUBLE
8" x 3" x .42" B.A
5 1/2" x 3" x .32" B.A.
KNEES 15" x .38" 4-3/4 RIVS.
SIDE ELEVATION OF HATCH UNDER BRIDGE FRS. 87 & 95.
3 1/2" x 3 1/2" x .44"
15"
GUSSET .5
3 1/2" x 3 1/2" LUG BETWEEN BKTS TO 1/2 BEAMS. 2-3/4" RIVETS
2 RIVETS FOR 6"-8" FLANGE.
3 " " 10" FL.
TRIPPING BKTS. ON EVERY 3RD BEAM IN WAY OF HATCHES.
SIDE ELEVATION OF HATCHES.
8" x 3" x .44 B.R.
10"
2'9"
3 1/2 x 3 1/2 x .44
6 x 6 .5
GUSSET .56
3 1/2" x 3 1/2" x .44"
PLAN OF GUSSETS AT HATCH CORNERS.
7/8" RIVETS
FLANGE OF HATCH SIDE.
GUSSET
HATCH SIDE
3 x 1 1/2 MOULDING.
GIRDER
2'6"
BULB ANGLE FACE BAR AT HATCH ENDS.
HATCH END BEAMS.
3'1"
7" x 3" x .44" B.A.
STAY.
3 1/2" x 3 1/2" x .44"
2'9"
23"
2" ROUND IRON STAYS.
17" AT UPPER DECK.
12" AT BRIDGE DECK.
4'3" AT UPPER DECK.
3'0" AT BRIDGE DECK.
FACE BAR
T.R. LAP 7 1/2"
T.B.
GUSSET
Overlap may be here
FLANGED .50"
4'3" AT UPPER DECK.
3'0" AT BRIDGE DECK.
SKETCH OF TRIPPING BRACKET.
18"
SKETCH OF BEAM KNEES BETWEEN FRS. 143-151. INCL.
UPPER DECK .41
24"
FLANGED 3"
.40"
9-7/8" R.
30"
6" x 3 1/2" REV. BAR ON 12" FRAME FORMING 13 1/2" GIRDER.

003572-003580-0003

15

Midship Section.

D. W. Henderson & Co. Ltd.

Nos. 856.7 & 886.7.

Reference.

856.	Baron Vernon.	*
857.	" Ramsay.	
886	" Napier	
887.	" Erskine.	

003572-003580-0002

Midship Section

D & W Henderson 856-7.
886-7.

Boag

003572-003580-0002

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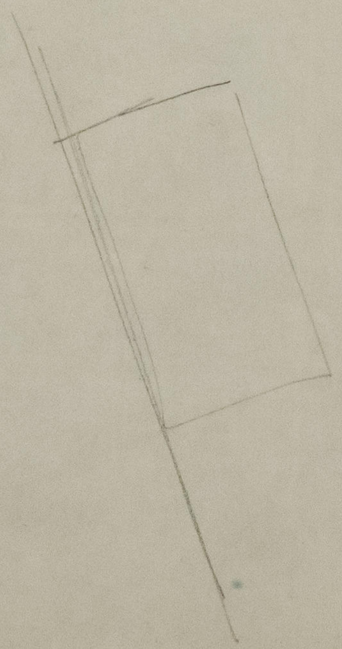

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Nos 886M, 887M.

Nos 856M, 857M.

MIDSHIP SECTION

SCALE ½" = 1 FOOT.

DIMENSIONS. 350'-0" B.P x 50'-0" MLD x 25'-9" MLD.

CLASS B.S. *

David & William Henderson & Co. Ltd.
289
856-7M
Date 1.8.29
Partick, Glasgow

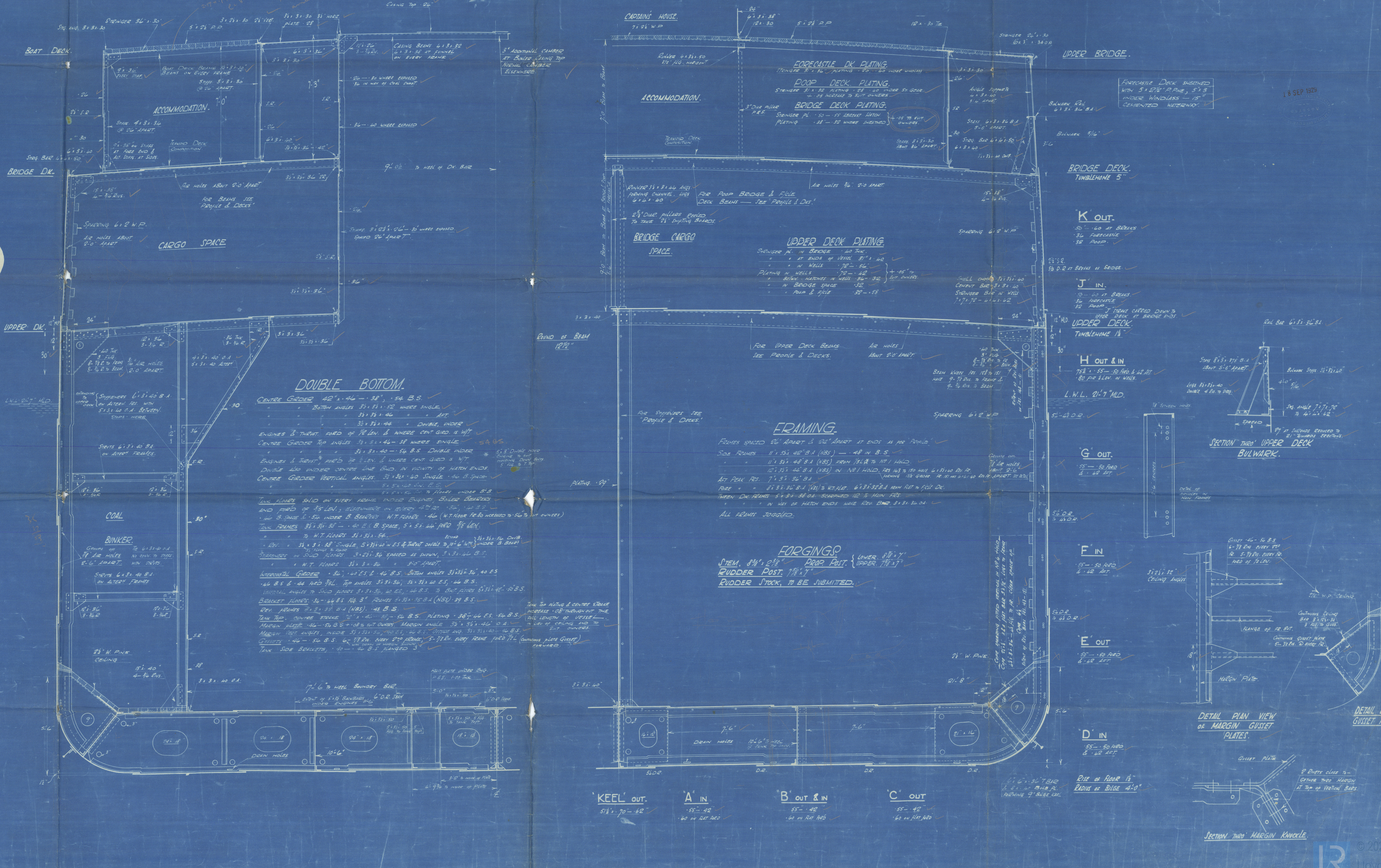
EQUIPMENT.

	$\frac{350 \times 50 \times 25 \cdot 75 \times \cdot 75}{100}$	=	3,380
POOP & BRIDGE	$\frac{146 \cdot 16 \times 49 \cdot 75 \times 9 \times \cdot 75}{150}$	=	332
FORECASTLE	$\frac{36 \times 49 \cdot 75 \times 8 \cdot 5 \times \cdot 75}{150}$	=	76
HOUSES.		=	80
		TOTAL	3,868 NUMERAL.

EQUIPMENT C. 33.

2 BOWER ANCHORS STOCKLESS "BYERS" PATENT	54 3/8 CWTS
1 " ANCHOR " " "	46¼ CWTS
1 STREAM " COMMON	16 CWTS (EX STOCK).
270 FATHOMS 2 1/16" dia. STUD LINK CHAIN CABLE	
90 " 4¼" STREAM WIRE ON D.P REEL	
120 " 4½" STEEL WIRE TOWLINE ON D.P REEL	
2 @ 90 FATHOMS 2½" WIRE HAWSER ON D.P REELS	
1 @ 90 " 2" " " " " REEL	
1 @ 90 " 6" MANILLA HAWSER	
2 @ 120 " 3" MANILLA HAWSER	
2 @ 120 " 2½" MANILLA HAWSER.	

not required by rule



DOUBLE BOTTOM.

CENTRE GIRDER 42" x ·46 — ·38", ·54 B.S.
" " BOTTOM ANGLES 3½ x 3½ x ·52 WHERE SINGLE
" " " " 3½ x 3½ x ·46 " " AFT.
" " " " 3½ x 3½ x ·44 " DOUBLE, UNDER ENGINES & THRUST. FOR'D OF ½ LEN. & WHERE CENT. GIRD. IS W/T
CENTRE GIRDER TOP ANGLES 3½ x 3 x ·46 — ·38 WHERE SINGLE ·54 B.S.
" " " " 3½ x 3 x ·40 — ·54 B.S DOUBLE UNDER ENGINES & THRUST*, FOR'D OF ½ LEN. & WHERE CENT. GIRD IS W/T DOUBLE ALSO UNDER CENTRE LINE BHD. IN VICINITY OF HATCH ENDS.
* 5" x 3" DOUBLE UNDER ENGINE TO SUIT HOLDING DOWN BOLTS. 5" FLG. TO T. TOP.
CENTRE GIRDER VERTICAL ANGLES. 3½" x 3½" x ·40 SINGLE ·46 B. SPACE
" " " " 5 x 5 x ·40 SIN. E.S.
" " " " 5 x 5 x ·54 SIN. TO FLOORS UNDER B.B.
TANK FLOORS SOLID ON EVERY FRAME UNDER ENGINES, BOILER BEARERS AND FOR'D OF 3/5 LEN., ELSEWHERE ON EVERY 4TH FR. ·34", ·40 E.S ·46 B. SPACE & ·54 UNDER B. BEARERS W.T. FLOORS ·46 (W.T. FLOOR FR. 80 INCREASED TO ·56" TO SUIT OWNERS)
TANK FRAMES 3½" x 3½" x ·38 — ·40 E & B. SPACE, 5" x 5" x ·44 FOR'D 3/5 LEN.
" " TO W.T. FLOORS 3½ x 3½ x ·54.
" REV. " 3½ x 3" x ·38" SINGLE, 5" x 3½" x ·40 IN E.S & THRUST DOUBLE TO BEYOND 10'-6" INTC 3½ x 3½ x ·54 DOUB. UNDER B. BEARS
3½ FLANGE TO FLOOR.
STIFFENERS ON SOLID FLOORS. 3 x 2½ x ·34" SPACED AS SHOWN, 3 x 3 x ·46 B.S.
" " W.T. FLOORS 3½ x 3 x ·34 " 3'-0" APART.
INTERCOSTAL GIRDER ·34", ·40" E.S. & ·46" B.S. BOTTOM ANGLES 3½ x 3½ x ·34", ·40 E.S ·46 B.S & ·44 FOR'D 3/5L. TOP ANGLES. 3" x 3" x ·34", 3½ x 3½ x ·40 E.S, ·46 B.S.
VERTICAL ANGLES TO SOLID FLOORS 3 x 3 x ·34, ·40 E.S, ·46 B.S. TO BKT. FLOORS 6" x 3½" x ·42" ·50" B.S.
BRACKET FLOORS. ·34 — ·46 B.S FLG. 3" FRAMES 8 x 3½ x ·35 B.A (NBS) ·39 B.S.
REV. FRAMES 8 x 3 x ·35 B.A (NBS). ·43 B.S.
TANK TOP. CENTRE STRAKE 72" x ·46 — ·38, — ·54 B.S. PLATING ·38" — ·46 E.S. ·54 B.S.
MARGIN PLATE ·46 — ·54 B.S + ·08 TO SUIT OWNERS. MARGIN ANGLE 3½" x 3½" x ·46" O.A.
MARGIN VERT. ANGLES, INSIDE 3½ x 3½ x ·34, ·40 E.S, ·46 B.S. OUTSIDE ANG. 3½ x 3½ x ·40 — ·46 B.S.
GUSSETS ·46 — ·54 B.S. 6 — 7/8 RVS. EVERY 2ND FRAME, 5 — 7/8 RIV. EVERY FRAME FOR'D ½L (CONTINUOUS PLATE GUSSET) FORWARD.
WITH DEPTH OF MARGIN SHOWN.
TANK SIDE BRACKETS, ·40 — ·46 B.S FLANGED 3"

TANK TOP PLATING & CENTRE STRAKE INCREASE ·08 THROUGHOUT THE FULL LENGTH OF VESSEL IN LIEU OF CEILING AND TO SUIT OWNERS.

FORECASTLE DK. PLATING.
STRINGER 31" x ·36 PLATING ·20, ·40 UNDER WINDLASS

POOP DECK. PLATING.
STRINGER 31 x ·32 PLATING ·28 ·40 UNDER ST. GEAR.
+ ·05 INCREASE TO SUIT OWNERS.

BRIDGE DECK PLATING.
STRINGER PL. ·50 — ·55 ABREAST HATCH } + ·05" TO SUIT OWNERS.
PLATING ·38" — ·32 WHERE SHEATHED }

UPPER DECK PLATING.
STRINGER PL. IN BRIDGE ·40 THK.
" " AT ENDS OF VESSEL 31" x ·40
" " IN WELLS ·72 — ·56 }
PLATING IN WELLS ·72 — ·42 } + ·05" TO SUIT OWNERS.
" BETWN. HATCHES IN WELLS ·36 — ·32 }
" IN BRIDGE SPACE ·32
" " POOP & F/CLE ·32 — ·28

FORECASTLE DECK SHEATHED WITH 5 x 2½" P. PINE, 5 x 3 UNDER WINDLASS — 15" CEMENTED WATERWAY.

18 SEP 1929
Lloyd's Register Corporation ... Glasgow ... Shipping and Aircraft

FRAMING.

FRAMES SPACED 26" APART & 24" APART AT ENDS AS PER "PROFILE"
SIDE FRAMES 11" x 3½" x ·42" B.A (NBS) — ·48 IN B.S.
" " 11" x 3½" x ·48" B.A (NBS) FROM ⅓ L ⌀ TO No 1 HOLD.
" " 12" x 3½" x ·44" B.A (NBS) IN No 1 HOLD. FRS 143 TO 150 HAVE 6 x 3½ x ·40 REV. FR. FORMING 13½" GIRDER. FR. 151 HAS 6 x 6 x ·40 REV. FR.
AFT PEAK FRS. 7" x 3" x ·36" BA
FORE " " 8" x 3" x ·36" B·A (NBS) TO W.T. FLAT. 6" x 3" x ·32" B·A FROM FLAT TO F/C'LE DK.
TWEEN DK. FRAMES 5" x 3" x ·38" O.A. SCARPHED 12" TO MAIN FRS.
" " " IN WAY OF HATCH ENDS HAVE REV. BAR 3 x 3 x ·34 O.A.
ALL FRAMES JOGGLED.

FORGINGS.
STEM. 8 3/8" x 2 3/8" PROP. POST. { LOWER. 8 7/8" x 7" UPPER. 7 7/8" x 7"
RUDDER POST. 7 5/8" x 7"
RUDDER STOCK, TO BE SUBMITTED.

"KEEL" OUT. 51½" x ·70" — ·62"
"A" IN ·55" — ·42" ·60 ON FLAT FOR'D
"B" OUT & IN ·55" — ·42" ·60 ON FLAT FOR'D
"C" OUT ·55" — ·42" ·60 ON FLAT FOR'D
"D" IN ·55" — ·50 FOR'D & ·42 AFT.
"E" OUT ·55" — ·50 FOR'D & ·42 AFT.
"F" IN ·55" — ·50 FOR'D & ·42 AFT.
"G" OUT. ·55 — ·50 FOR'D & ·42 AFT.
"H" OUT & IN 75½" x ·55 — ·50 FOR'D & ·42 AFT. ·80 FOR ½ LEN. IN WELLS.
"J" IN. ·50 — ·60 AT BREAKS. ·36 FORECASTLE ·32 POOP. "J" STRAKE CARRIED DOWN TO UPPER DECK AT BRIDGE ENDS.
"K" OUT. ·50" — ·60 AT BREAKS ·36 FORECASTLE ·32 POOP.

RISE OF FLOOR 1½"
RADIUS OF BILGE 4'-0"

BOAT DECK
BRIDGE DK.
UPPER DK.
UPPER BRIDGE.
ACCOMMODATION.
CARGO SPACE
COAL BUNKER.
CAPTAIN'S HOUSE.
BRIDGE CARGO SPACE.
BRIDGE DECK. TUMBLEHOME 5"
UPPER DECK. TUMBLEHOME 1½"
L.W.L. 21'-7" MLD.
ROUND OF BEAM 12½"
SPARRING 6" x 2" W.P
PLATING ·29"
FOR STIFFENERS SEE "PROFILE & DECKS."
FOR UPPER DECK BEAMS SEE PROFILE & DECKS.
AIR HOLES ABOUT 2'-0" APART.
FOR POOP BRIDGE & F/CLE DECK BEAMS — SEE "PROFILE & DKS."
RUNNER 3½ x 3 x ·44 ANGS. FORMING CHANNEL. LUGS 6" x 4" x ·40"
2 5/8" DIAR. PILLARS REELED TO TAKE 2½" SHIFTING BOARDS.
3" DIAR PILLAR P&S.
TEAKOID DECK COMPOSITION.
RUNNER 4 x 3½ x ·50 3½" FLG. HORIZONT.
7" x 2½" W.P
5" x 2½" P.P
12 x ·30 TIE
STRINGER 24" x ·30 6" x 3" x ·34 O.A.
BULWARK RAIL 6" x 3" x ·36" B.A.
BULWARK 5/16"
BEAM KNEES FRS. 128 TO 151 HAVE 9 — 7/8 RIVS. TO FRAME & 9 — ¾ RIVS. TO BEAM.
GROUPS OF 7/8" AIR HOLES ABOUT 2'-6" APART. SEE DETAIL
2½" W. PINE
21'-8"
17'-6" TO HEEL BOUNDRY BAR.
EXTENT OF 5" x 3½" BACKBARS UNDER ENGINES
HEAVY PLATE UNDER ENG. P & S. 1·00 THK.
6" D.R. SEAM
DRAIN HOLES
24" x 18"
18" x 13"
16" x 12"
21" x 16"
7'-6"
10'-6"
3'-2" TO INSIDE OF PLATE
4'-9¾ TO INSIDE OF PLATE
5¼ D.R.
D.R.
6" x 6" x ·36" T BAR & 8" x ·40 BULB PL. FORMING 9" BILGE KEEL
SECTION THRO' UPPER DECK BULWARK.
RAIL BAR 6" x 3" x ·36" B.A.
STAYS 8" x 3" x ·875" B.A ABOUT 5'-6" APART.
BULWARK STIFFS. 3½" x 3½" x ·40"
LUGS 3½" x 3½" x ·40 DOUBLE 4 RIVS. TO STRG.
STG. ANGLE 7" x 7" x ·72" TO 4" x 4" x ·62"
SPREAD
27" AT SHROUDS REDUCED TO 21" TOWARDS ERECTIONS.
DETAIL OF AIRHOLES IN MAIN FRAMES
7/8" BETWEEN HOLES.
2'-6" CENTRES.
DETAIL PLAN VIEW OF MARGIN GUSSET PLATES.
GUSSET ·46 — ·54 B.S 6 — 7/8 RIVS EVERY 2ND FR. 5 — 7/8 RVS. EVERY FR. FOR'D OF ½ LEN.
3½" x 2½" x ·32" CEILING ANGLES
FLANGE OF FR. BKT.
MARGIN PLATE.
DETAIL OF CONTINUOUS GUSSET FOR'D. OF ½ L.
2½" W.P. CEILING
CONTINUOUS CEILING BAR 3" x 2½" x ·32 3" FLG. TO GUSS.
CONTINUOUS GUSSET PLATE 5 — 7/8 RIVS. @ EVERY FR.
SECTION THRO' MARGIN KNUCKLE.
GUSSET PLATE
2 RIVETS CLOSE TOGETHER THRO' MARGIN AT TOP OF VERTICAL BARS.

6

[BAL^{D}] Rudder & Sternframe.

D & W Henderson & Co. Ltd.

N°s 856^{M} - 7^{M} & 886^{M} - 7^{M}

26 " 11 " 28.

856^{M}	Baron Vernon. *
857^{M}	Baron Ramsay.
886^{M}	Baron Napier.
887^{M}	Baron Erskine

350

Makers:- Kerr & Sons Irvine

003572-003580-0004

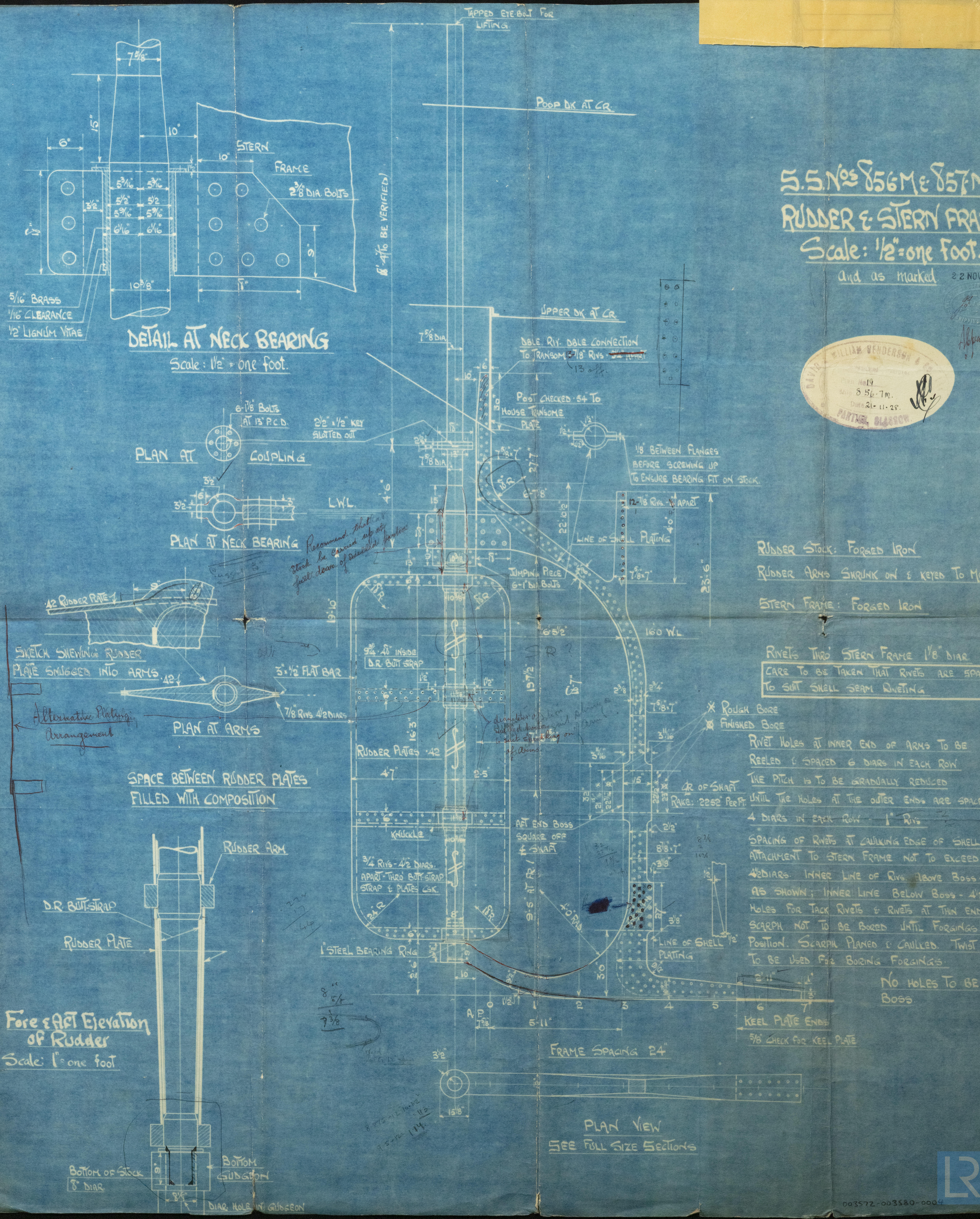
Rudder & Sternframe

D & W Henderson 856/7.

Bag.

[BALD]

003572-003580-0004


TAPPED EYE-BOLT FOR LIFTING
POOP DK AT CR.
UPPER DK AT CR.
7⅝"
15"
10"
6"
STERN FRAME
2⅜" DIA. BOLTS
5 3/16" 5 3/16"
5½" 5½
5 9/16" 5 9/16"
6 1/16" 6 1/16"
3½"
1½"
9"
10⅜"
5/16" BRASS
1/16" CLEARANCE
½" LIGNUM VITAE
(8'-4" TO BE VERIFIED)
DETAIL AT NECK BEARING
Scale: 1½" = one foot.
6-1⅞" BOLTS AT 13" P.C.D.
2½" x ½" KEY SLOTTED OUT
PLAN AT COUPLING
PLAN AT NECK BEARING
L.W.L.
7⅝" DIA
DBLE. RIV. DBLE. CONNECTION TO TRANSOM 13-⅞" RIVS. ~~5½" APART~~
13 off.
POST CHECKED ·54 TO HOUSE TRANSOME PLATE
⅛" BETWEEN FLANGES BEFORE SCREWING UP TO ENSURE BEARING FIT ON STOCK.
12-⅞" RIVS. 4" APART
LINE OF SHELL PLATING
JUMPING PIECE 6-1" DIA BOLTS
Recommend that stock be carried up at full diam. of swelled portion
·42 RUDDER PLATE
SKETCH SHEWING RUDDER PLATE SNUGGED INTO ARMS
3" x ½" FLAT BAR
⅞" RIVS. 4½ DIARS
PLAN AT ARMS
Alternative Plating Arrangement
9¾ · 40 INSIDE D.R. BUTT STRAP
RUDDER PLATES ·42
diameter of swelled portion to suit shrinking on of arms.
SR?
160 W.L.
KNUCKLE
¾" RIVS - 4½ DIARS. APART - THRO' BUTT-STRAP STRAP & PLATES CSK.
1" STEEL BEARING RING
AFT END BOSS SQUARE OFF ℄ SHAFT
℄ OF SHAFT RAKE: ·2252" PER FT.
LINE OF SHELL PLATING
9'-5" AT FR. 1
4'-0" RAD.
A.P.
5'-11"
0 1 2 3 4 5 6 7
KEEL PLATE ENDS
5/8" CHECK FOR KEEL PLATE
FRAME SPACING 24"
PLAN VIEW
SEE FULL SIZE SECTIONS
SPACE BETWEEN RUDDER PLATES FILLED WITH COMPOSITION
RUDDER ARM
D.R. BUTT-STRAP
RUDDER PLATE
BOTTOM OF STOCK 8" DIAR.
BOTTOM GUDGEON
DIAR. HOLE IN GUDGEON
Fore & Aft Elevation of Rudder
Scale: 1" = one foot

S.S. Nos 856 M & 857 M

RUDDER & STERN FRAME

Scale: ½" = one Foot.

and as marked

22 NOV 1928

Approved. 26-11-28.

DAVID & WILLIAM HENDERSON & Co.
SHIPBUILDERS
Plan No 19
Ship 856-7m.
Date 21-11-28.
PARTICK, GLASGOW

RUDDER STOCK: FORGED IRON

RUDDER ARMS SHRUNK ON & KEYED TO MAIN PIECE

STERN FRAME: FORGED IRON

RIVETS THRO' STERN FRAME 1⅛" DIAR

CARE TO BE TAKEN THAT RIVETS ARE SPACED TO SUIT SHELL SEAM RIVETING

✳ ROUGH BORE

⊗ FINISHED BORE

RIVET HOLES AT INNER END OF ARMS TO BE REELED & SPACED 6 DIARS IN EACH ROW THE PITCH IS TO BE GRADUALLY REDUCED UNTIL THE HOLES AT THE OUTER ENDS ARE SPACED 4 DIARS IN EACH ROW - 1" RIVS

SPACING OF RIVETS AT CAULKING EDGE OF SHELL ATTACHMENT TO STERN FRAME NOT TO EXCEED 4½ DIARS. INNER LINE OF RIVS. ABOVE BOSS - May be 5½ Diars AS SHOWN; INNER LINE BELOW BOSS - 4½ DIARS. HOLES FOR TACK RIVETS & RIVETS AT THIN ENDS OF SCARPH NOT TO BE BORED UNTIL FORGINGS ARE FAIRED INTO POSITION. SCARPH PLANED & CAULKED. TWIST DRILLS TO BE USED FOR BORING FORGINGS.

NO HOLES TO BE BORED ROUND BOSS.

LR
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